



**City of Detroit
Department of Transportation**



**Bicycles and Transit Policy
Fiscal Year 2014 - 2015**

**Service Quality and Systems
Management
October 2014**

Foreword

This integration of Bicycles and Transit Policy presents the first formalized presentation of the Detroit Department of Transportation Bicycles Service Policy Manual. These Bicycle Policies have evolved from the work of practitioners faced with problems in their day-to-day work. DDOT is committed in providing a systematic means for assembling and evaluating such useful information and to make it available to the entire transit community.

During the past decade, there has been significant growth in bicycles and transit integration. Transit agencies are increasingly mounting bicycles racks on buses; allowing bicycles to be brought on board trains, installing bicycle racks and lockers at transit stations, providing staffed bicycle parking facilities at major hubs, and offering other bicycles services.

There are many reasons for the growth in bicycles and transit integration. Transit agencies have found that bicycles services can provide the following benefits:

- [] Bicycling extends the catchment area for transit services and provides greater mobility to customers at the beginning and end of their trips.
- [] Bicycles-on-transit services provide bicycles with the option to take transit to avoid riding after dark, up hills, in poor weather, or in areas that do not provide comfortable bicycle access (e.g., bridges, tunnels, construction areas, and narrow roads with high traffic volumes). Bicycle-on-transit is also an option for bicyclists who have mechanical problems or need to get home in an emergency.
- [] Bicycle and transit integration is also thought to decrease automobile traffic congestion, help reduce air pollution (by reducing motor vehicle trips), and improve the public image on transit.

All of these benefits help communities reduce their reliance on single-occupants vehicle travel and make their transportation system work more efficiently.

Significant growth in bicycles and transit integration services began in the early 1990s. In 1991, the U. S. Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA). This legislation increased the amount of funding available for bicycle and pedestrian facilities and transit systems. ISTEA was followed in 1997 by the transportation Equity Act for the 21st Century (TEA21), which continued to support the development of multimodal Transportation systems. This federal legislation has helped to create funding for bicycles and transit programs, including bicycles projects, under the eligibility for both highway and transit projects.

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Bicycles on Rail Policies

Overview

The Detroit Department of Transportation (DDOT) is expanding service options for our customers, and joining the 100+ U.S. transit agencies that provide bicycle-on-bus or bicycle-on-rail services. With the support of federal funding, we are currently in the process of outfitting our entire fleet with bicycle racks, and all coaches on fixed routes will have bike racks available for use by 2011.

Some agencies have taken advantage of the potential of their bicycle rack services, through recording bicycle passengers and their boarding and exit locations with available technology, and using such information to inform other cyclists' projects of riding conveniences such as bicycle parking locations and other in-demand cyclist amenities. These best practices are what DDOT aspires to as we plan service improvements for the future.

Many people who use bicycles to get around metro Detroit will now be able to use DDOT as a part of their trip. Using DDOT in conjunction with a bicycle helps patrons to commute safely and efficiently. DDOT is planning to be one of the few transit systems in the United States to offer unrestricted bicycles access on trains.

Bicycles and transit integration supports both transit and bicycles transportation, and has proven successful in attracting new riders. Transit agencies find that a significant portion of rack users; consist of new transit riders.

Bicyclist services offered by DDOT are meant to benefit everyone involved through increased cycling and transit use, and reduced automobile travel. There are other benefits to integrating cycling and transit such as lower air pollution emissions, reduced vehicle congestion, lower capital costs for park-and-ride facilities, and improved neighborhood environments. Enhancing bicycle access to transit is important not only for achieving improved mobility, but also for improve transit service. We hope that this manual will serve to assist staff, passengers and equipment operators in navigating their usage and responsibilities with clarity.

Bicycles on Buses Policies

1. General

- 1.1. DDOT encourages bicycle access to its facilities and services and promotes bicycle access through its public information materials.
- 1.2. DDOT reviews policies as needed, to consider on-going operating and safety experience. Policies may be revised at any time deemed necessary by management.
- 1.3. Bicycle Rules of Conduct are adopted to implement the Bicycle Services Policy. The Rules of Conduct will be displayed on DDOT vehicles and at transit facilities, along with appearing in appropriate published materials.

2. Transportation Equipment Operators

2.1. Training

- 2.1.1. Training for bicycle rack operations will be integrated into normal transit instruction course work. Such training is to include safety issues, rules and restrictions, and adjusting for extra bus length when maneuvering the bus.
- 2.1.2. Loading bicycles will not affect schedule operations or place undue running time burdens on operators.

2.2. Fares

2.2.1. There is no additional fare for utilizing DDOT bicycle racks.

2.2.2. Operators may be required to record bicycle fares separately; as is the practice for other fare categories. Training for such recording will be provided by management; this requirement will not place undue burden on the operator outside of established and expected equipment responsibilities.

2.3. Abandoned, Damaged, Lost or Stolen Bicycles

2.3.1. Operators are required to inform the proper supervision when they are made aware or realize a bicycle has been abandoned on the rack by a rider; damaged through normal or negligent operations; reported lost or stolen.

2.3.2. The bicycle may be removed by any designated employee, and turned in to lost and found at the pull-in terminal for which the route is assigned. The date, bus and route numbers as well as the time of day are to be recorded on the submission reports for abandoned, damaged, lost or stolen bicycles.

2.3.2.1. Please refer to Section 4: **Liability for Abandoned, Damaged, Lost or Stolen Bicycles:**

2.4. Bicycle Service Delivery

2.4.1. The bicycle racks are available on a first-come, first-served basis. If a bus arrives and the bicycle rack is full to capacity, the cyclist must wait for the next bus.

2.4.2. Bicycles must fit in rack, not have trailers or other additions that prevent the bicycle from fitting in the rack securely. If a bicycle blocks the operator's field of vision so that they cannot operate the bus safely, they are to instruct the customer to remove the bicycle and refer them to the published policies on acceptable bicycle types.

2.4.3. Operators are not responsible for loading or unloading bicycles; this is the sole responsibility of the rider and is a prerequisite for usage of DDOT bicycle racks.

3. Passengers

3.1. Fares

3.1.1. There is no additional fee for utilizing DDOT bicycle racks.

3.2. Bicyclist Responsibilities

3.2.1. The bicycle racks are available on a first-come, first-served basis. If a bus arrives and the bicycle rack is full to its capacity, the bicyclist must wait for the next bus.

3.2.2. The cyclist must be able and responsible for the loading and unloading of their bicycle in order to utilize the bicycle rack service, as DDOT operators are not required to assist the cyclists. The rider is responsible for their bicycle at all times while utilizing DDOT bicycle racks, and for reviewing directions for loading, unloading and securing their bicycle. Passengers should remove all excess baggage from the bicycle before placing it on the rack.

3.2.3. There are no age restrictions for using the bicycle racks, however, the rider must be able to load and unload their bicycle competently, safely and securely. Parents and guardians are urged to use discretion when allowing youth to use bicycle racks, and are asked to review the loading and unloading process with the young person prior to their use.

3.2.3.1. Any youth or children that the operator deems unable to properly use the racks may be restricted from utilizing the service - consistent with the policy for any user unable to load and unload their own bicycle.

3.3. Allowed Bicycle Types

3.3.1. Single-seat, two-wheeled bicycles, folding bicycles, and recumbent the size of a standard bicycle are allowed on DDOT bicycle racks. Both wheels must fit into the bicycle rack wheel slots, and the support arm / hook must fit over the top of the bicycle wheel.

3.3.2. Tandems and bicycles with oversized wheels, three or more wheels, trailers or those powered by internal-combustion engines cannot be accommodated. Electric bikes with a sealed battery compartment are permitted.

3.3.3. Folding bicycles can be carried on board the bus, provided they fit underneath the seat and can be kept out of the aisle. Folding bicycles must remain collapsed while on board.

3.3.4. Bicycles with accessories that block an operator's vision out the front of a bus are not allowed.

4. DDOT Liability for Abandoned, Damaged, Lost or Stolen Bicycles

4.1. DDOT Liability

4.1.1. Cyclists are liable for damages to DDOT equipment as well as its facilities and/or for any injury, loss or damage sustained by its passengers its personnel that result from a cyclist's negligence. DDOT is not responsible for damages incurred or caused by bicycles, to other bicycles on its equipment or its property.

4.2. Abandoned, Lost or Stolen Bicycles

4.2.1. Bicycles left for more than ten (10) days at a stationary rack are subject to removal and disposal by DDOT.

4.2.2. Bicycles left on bus bike racks will be removed and handled according to DDOT lost and found policy.

4.2.3. Abandoned bicycles will be removed and retained at the terminal the bus route is assigned. All bicycles removed from buses will be held for thirty (30) days. Unclaimed bicycles will be donated to bicycle non-profit organizations for contributions to needed bicycle communities.

4.2.3.1. Detailed bicycle identification is required to recover a bicycle from the lost and found (e.g. registered bicycles, a picture of the owner with the bicycle, bill of sale, knowledge of the bicycle type, etc.).

4.3. **Damaged Bicycles**

4.3.1. Damaged bicycles as a result of normal operations are the sole responsibility of the owner(s) / rider(s). Bicycles damaged through the safety negligence of transportation operation as well as turbulent traffic conditions or mishaps are addressed within DDOT indemnification of its patrons, its equipment and facilities.

Bicycles on Rail Policies

DDOT plans to allow bicycles on trains at any time of the day or night. Cyclist will be encouraged to be mindful of other patrons. Passengers when taking their bicycles on trains will be encouraged to exercise extra caution when using the rail system.